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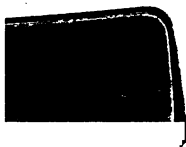
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A GUIDE
TO
FRANCE



OR,
Travellers their own Commissioners;
EXPLAINING EVERY FORM AND EXPENSE
FROM LONDON TO PARIS,

BY
DOVER AND CALAIS, | SOUTHAMPTON AND HAVRE,
BRIGHTON AND DIEPPE, | MARGATE AND OSTEND,

AND
BY STEAM PACKETS FROM LONDON
To Calais and Boulogne.

WITH
HINTS HOW TO AVOID IMPOSITION AND DELAY,
THE HOTELS, COACH OFFICES, TABLE OF FRENCH COINS, PASSPORTS,
PERMITS, LUGGAGE, POSTING, FEES TO POSTILLIONS, &c.

BY FRANCIS COGHLAN.

ILLUSTRATED WITH A PLAN OF CALAIS, AND A MAP SHOWING THE
DIFFERENT ROUTES.

FOURTH EDITION IMPROVED & ENLARGED.

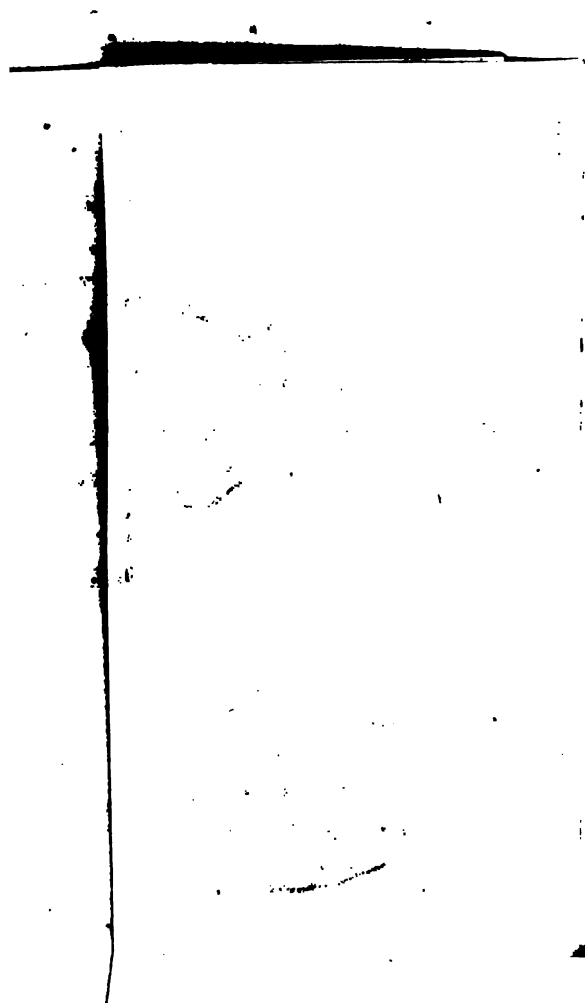
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S. Denis

PARIS



P R E F A C E.

AFTER fourteen years uninterrupted intercourse with our continental neighbours, it may be thought, by some persons, rather late to publish a Guide to France ; but trusting to the old proverb, “ better late than never,” I have ventured to offer it to the public ; in the hope, that even at the “ eleventh hour,” it may prove serviceable.

The number of individuals that daily leave England, for a trip to Paris, during the summer, will, in a great measure, justify that hope. And, I believe, I may venture to affirm, that the number would be increased, were it not for the dread of being overtaken in a foreign country by unexpected expenses ; at least, by those who are not over rich ! The would-be traveller, will be enabled, by consulting this little book, to ascertain, within a few shillings, what he will require for the

journey, as his expenses in Paris must depend entirely on himself.

The man of pleasure will be relieved from the officious zeal of "commissioners;" and the man of business will save ten times the sum that this Guide will cost him.

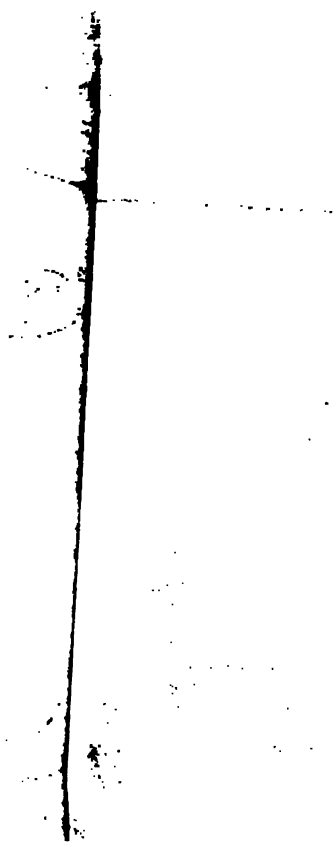
Should, therefore, this little manual prove (what I trust it may) *useful*, my aim will be accomplished; to render it more, I have not attempted; nor do I pretend to possess the ability. As such, may I hope, that lenity to the errors, and support for what little merit it may possess, will be extended to

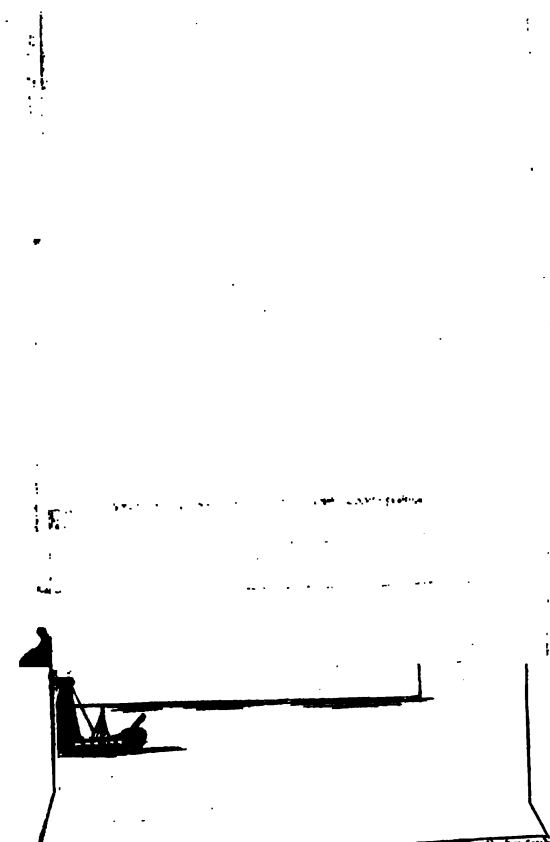
THE AUTHOR.

15th July, 1829



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A

GUIDE TO FRANCE,

&c. &c.

“ J ai un Voyage a' faire, et Paris au bout.”—ROUSSEAU.
“ I have a Journey to make, and Paris is my destination.”

PREVIOUS to leaving London, all persons going to the Continent should provide themselves with a *passport*, at least, if they intend going beyond Calais, but as unforeseen circumstances might occur to induce the traveller to alter his original intention, I would recommend him to provide one whether he is going for one day or a month, particularly as they may be had free of expense, at the French Ambassador's, 61, Charlotte Street, Portland Place, daily, from one till three o'clock. Applicants, in the ~~first~~ instance, are required to insert their name and address on a paper; the passport may be obtained the following day in the order they arrive, which is regulated by numbers. Ladies are admitted immediately.

Should the case be of a pressing nature, though not sufficient to warrant a deviation from the established rules of the office at the Ambassador's, by applying to the French Consul, 17, Token House Yard, near the Bank, between eleven and four daily ; a passport may be obtained by paying a fee of ten shillings. Members of Parliament, and other privileged persons may obtain a passport on their first application.

Your next consideration, previous to setting out, are, what **LUGGAGE** may be necessary, and which route it will be best to take ; regarding the former, I have merely to observe, that the less travellers are troubled with the better ; to single gentlemen, no description of luggage is so convenient as a *Carpet Bag*, particularly if you should arrive in France after Custom-house hours, when no other description of luggage can be obtained, a bag will be examined and delivered the same night ; your name affixed to it will prevent an exchange, which are not always for the best. Families, or persons having much luggage, will find it very convenient to pack such articles as may be wanted for dressing, in something of the sort, as from the quantity of boxes and trunks generally to be examined at the same time in the

Custom-house, great delay is frequently occasioned ; also, by making *as few* parcels as possible many francs may be saved, as the porters charge by the *piece*, and not by weight.

Respecting the *route*, you have a choice either of going from the Tower by steam packets to Calais or Boulougne, or by coach to Dover, Brighton, and Southampton, or Portsmouth, (the Southampton packets call at the latter place on their way to Havre) In the selection, the traveller will, of course, be guided by his own judgment, when he has laid before him the advantages and disadvantages, with the expense each route ; but the most expeditious way to get to Paris, is, by taking the night coach to Dover, which leaves London at seven o'clock, and arrives in Dover in sufficient time to take your passage across the same morning, where you will have ample time to dine, obtain your passport, luggage, &c. and resume your journey by the night coach, which will enable you to reach Paris from London in 58 hours. By this plan, you will probably be within view of Calais by the time the morning coaches are leaving London. Should you travel by the day coach, you must sleep at Dover that night, as the Packets seldom leave for Calais after the forenoon.

The coaches to Dover are inferior to none out of London, either in accommodation or speed ; indeed, they more resemble private carriages than public vehicles, particularly those of Messrs. Chaplin and Co. corresponding with the Hironde, (Swallow) *Messageries Generales de France a Paris, Rue St. Honore, No. 130, and Rue de Grenelle St. Honore*, these coaches leave the Spread Eagle and Cross Keys, Gracechurch Street, every morning at eight and ten, and evening at half-past seven, and Universal Spread Eagle Office, Regent Circus, Piccadilly, every morning, at a quarter before eight and ten, and seven in the evening. Those who prefer it, may book themselves the whole way, at either of these offices, with the privilege of stopping at Rochester, Canterbury, Dover, or Calais, and continue their journey at pleasure ; they may also stop between Calais and Paris, but those who do so, will proceed when there is room in the succeeding coaches.

Fares from London to Paris, from the above Offices.

	£.	s.	d.
Inside all the way.....	4	0	0
Outside all the way	2	18	0
Inside to Dover and Rotonde in France ..	3	16	0
Inside to Dover and outside in France....	3	12	0
Outside to Dover and inside in France....	3	6	0
Outside to Dover and Rotonde in France ..	3	2	0

In the Coupe 4s. Extra.

The Sea Passage by Government Steam Packets includes

Passengers who secure places throughout, should take care to obtain a certificate, containing particulars at the office where the places are taken.

The corresponding office at Calais, is Rue Neuve, No. 9, at Boulogne, Hotel de Londres.

The facility of redress of any complaint on the road by application to Messrs. Chaplin and Edwards, Eagle Coach Office, Rochester; Messrs. Clements and Co. Canterbury; or Mr. W. Chaplin, Dover, must be a great check against imposition or abuse from coachmen, guards, porters, &c.

Further information and advice can be obtained of Mons. Leuliette, Director of the Foreign Department, Spread Eagle Office, Piccadilly.

The distance from London to Dover is 72 Miles by the following Route.

<i>From</i>	<i>Miles.</i>
London Bridge to Dartford *	15
Rochester †	14
Sittingbourn ‡	11
Ospringe	6
Canterbury §	10
Dover	16
	<hr/> 72 <hr/>

* Bull, Rose, George, and Granby Head, Inns.

† Wright's, Crown, King's Head, and Bull.

‡ Rose Inn. The Emperor of Russia and King of Prussia breakfasted at this house on their way to London.

§ The Rose, King's Head, Fountain, and Red Lion.

|| Wright's Ship Hotel, York House, London Hotel, King's Head, &c.

On Tuesdays, Thursdays, and Saturdays, there is, in addition to the English Packets, the French Mail Steam Boats, that take passengers to Calais for almost any price; on those days I have known travellers, by making an agreement, previous to going on board, taken over for half-a-crown a head, though half-a-guinea is the usual cabin fare by the English Mail Packets, but on opposition days, they, as well as the French, make all prices; the former are certainly finer vessels, and superior both in accommodation and speed. The Packets generally leave the harbour as soon as there is sufficient water to get out, by which means, the tide in Calais Harbour is saved, but should you miss it, and you are compelled to land in boats, it will cost you five francs in addition to your passage money, or you must consent to remain on board, buffeting about for five or six hours, therefore, always take advantage of the *first* opportunity. The passage across, is generally made in three hours, sometimes in two hours and a half. To persons not accustomed to the sea, I would recommend the *lee-side* of the vessel, *i. e.* the furthest from the wind; the reason will be obvious before you get half way across the channel. For the use of the accommodation, to go on board at Dover, six-

pence is demanded from each person, which you are at liberty to give if you choose, but *threepence* only is allowed to be charged. They who have families, and possess strong travelling carriages, will find it infinitely more comfortable and cheaper to take them over, than to hire a Chaise de Post, which costs from Calais to Paris 120 francs. The freight from Dover to Calais for four-wheel carriages, is 3*l.* 3*s.*; for two-wheel ditto, 1*l.* 1*s.* 6*d.*; they are shipped and unshipped without the least injury or delay, and serve as a comfortable retreat whilst on board.

When a carriage is landed in France, the owner pays one-third of whatever value he may put on it, receiving a certificate for the same; but care must be taken not to be too much under the real value. If the carriage leaves France within three years, two thirds of the money deposited will be returned, on producing the certificate; should the traveller leave the kingdom by any other route, the money may be recovered by showing the receipts. The same regulations are applicable to gigs, or other two-wheel carriages. The freight of horses, is 2*l.* 2*s.* each; the duty on them in France, is fifteen francs; for poney, five francs. The hire of an indifferent carriage from Calais to Paris, costs about 120 francs.

It sometimes happens, that persons in their hurry, (having delayed until the last moment) mistake the Boulogne for Calais vessels, and discover when too late, that they are on their way to the former place instead of the latter ; to prevent these little mistakes, it may be necessary to inform the stranger, that the English Calais Packets lie facing the Spread Eagle Coach Office, the French on the right, and the Boulogne vessels on the left side of the harbour, facing the Castle Inn. The route to Dover being thus laid down, I will add a moderate calculation of the expense :—

Expenses to Calais by Dover.

	£.	s.	d.
Coach Hire to Dover.....	0	18	0
Coachman	0	1	0
Dinner, 3s. Tea, 1s. Bed, 2s. Breakfast, 1s. 6d.....	0	7	6
Waiter, 1s. Chambermaid, 6d. Boots and Porter, 1s.	0	2	6
Passage across, (fore deck).....	0	5	0
For the use of the Ladder at Dover.....	0	0	3
Ditto at Calais.....	0	0	5
	<hr/>		
	£1	14	8

The route by the London Steam Boats from the Tower Stairs, is less expensive, and during the summer months, is preferred by many. Those who are not subject to sea-sickness, will find this route, in fine weather, a most delightful voyage ; the vast

ety of objects it affords, the crowds of shipping
 ough which you imperceptibly glide, castles,
 es, trees, in short, every object calculated to
 te admiration and heighten enjoyment, present
 selves, during your passage through the
 mes. The Steam Company usually print
 thly lists, stating the time of their leaving both
 don and Calais; one of these may be had by
 ication at either of the Company's Offices, 58,
 market, or 24, Crutched Friars. In favourable
 ther, the passage is made in about twelve hours,
 sometimes they are from sixteen to eighteen;
 fare for best cabin passengers, is 33s; fore
 n, 1l. 2s. 6d; refreshment may be had on
 d at the following prices, breakfast consisting
 old meat, eggs, tea, and coffee, 2s.; dinner of
 1 roast and boiled, with vegetables, &c. 2s.; tea
 bottled porter, 1s.; wine, spirits, &c. equally
 onable, and of the first quality; there are beds
 board, and every accommodation for ladies.
 se who prefer it, may take their own provisions,
 the cleanly, comfortable, and abundant manner
 which every thing is served, leaves the traveller
 ing to wish for. At the close of the day, a
 is handed round for the benefit of the servants;

their attention and civility justly entitles them to trifling gratuity. In going off to the Steam packets, travellers should be cautious of engaging boats that have no visible number, and there are many such that ply early in the morning ; in such boats, in case of overcharge, you can obtain no redress, being unable to find out the aggressor ; *three-pence* each person is allowed by law, when more than one, either *day* or *night*, for putting you on board, or on shore, if one person *four-pence*, but they mostly demand sixpence, and sometimes even one shilling each, particularly if the vessel is on the point of starting. Gentlemen who prefer travelling in *white* hats, will do well to wear either a hat cover, or a travelling cap, whilst on board the packets, as the smoke from the funnel of the vessel will discolour it ; it will save both time and money, by adopting this plan, your having it redressed at a Hatter's would cost you three or four francs ; should you, however, neglect this caution, let the hat be well rubbed with the inside of a stale roll, after which, apply a warm flat iron, in a few minutes it will look nearly as good as new.

There is also a communication between London and Boulogne, by steam packets from the Tower ;

best cabin fare, 35*s.*; fore cabin, 25*s.*; freight of horses, carriages, refreshments, &c. the same as on board the Calais boats.

Moderate Calculation of Expenses to Calais by Water.

	£.	s.	d.
Fare from London to Calais by Steam	1	2	6
Breakfast.....	0	2	0
Dinner, 2 <i>s.</i> Bottle of Porter 1 <i>s.</i>	0	3	0
Tea, or Supper.....	0	1	0
Servants.....	0	1	0
Boatage, 3 <i>d.</i> Ladder at Calais, 5 <i>d.</i> ...	0	0	8
	<hr/>		
	£1	10	2
	<hr/>		

Freight of 3*l.* 3*s.* each carriage,—1*l.* 1*s.* each wheel.

Being on your way to Calais by either of the forementioned routes, if you are not already determined; it is absolutely necessary, previous to landing, to fix upon an hotel. Those who may have been in France before, will, in all probability, fix upon that they may have previously stopped at; strangers should not neglect making a selection of an hotel, whenever an opportunity may occur; by enquiring of a friend who has visited the continent, is the best means of being directed to one that will *suit your circumstances*; applications on that head, to

captains, stewards, or the like, in many cases, prove very inconvenient, as they indiscriminately recommend *all* to their favorite house ; it is rather too bad to benefit one particular innkeeper, to the inconvenience of a number of travellers, when there are many other houses equally as good. To enable strangers, however, to make their own choice, a list of the hotels are given as follows :—

HOTELS.

Dessein's, (French house) situated in the Rue Royale ; it was formerly in the possession of Quiliac, but now in that of Dessein and Brothers ; to this house a beautiful garden is attached, commodious baths, and a communication with the theatre ; it is frequented by none but persons of rank and fashion, the charges, therefore, are proportionably high.

Bourbon Hotel, Rue Eustache St. Pierre, Isidore and Dehorter, Brothers.

This hotel has been considerably enlarged, and fitted up in the most modern style of elegance, with hot and cold baths, extensive coach-houses and Stabling. Messrs. Isidore and Dehorter, have

pledged themselves that nothing shall be wanting to merit the patronage of a liberal public.

To avoid imposition, Isidore, one of the partners, clears the luggage at the Custom-house, without making any charge for his trouble.

Carriages bought, sold, exchanged, or let for any part of the Continent, on the most reasonable terms.

Dehorter, senior, is also proprietor of the Hotel de Lille et d'Albion in Paris, close to the Palais Royale, at the entrance of Rue St. Thomas du Louvre, No. 40, where he has been established upwards of six years.

The author having, in a former edition, inserted an article respecting the above house, calculated to injure (though unintentionally) Messrs. Isidore and Dehorter, considers himself bound to make every reparation in his power, under these circumstances he has inserted the following paragraph, (at their request) without any other object than that to do justice to an injured party.

ISIDORE and DEHORTER, brothers, of the Hotel Bourbon, Calais, feel called upon, in justice to themselves, of publicly contradicting the false statements circulated by Mr. Rignolle, respecting their taking the above hotel. It is a fact well known to every in-

habitant of Calais, that Mr. R. originally was commissioner to Mr. Ducrocq, and afterwards to Mr. Quillacq; on the former gentleman's retiring from business, the hotel was let on lease to Rignolle, who continued until his time was expired, which happened some time after the death of Mr. Ducrocq, he then applied to the widow for a renewal of the lease, but upon terms so very disadvantageous to Madame Ducrocq, (the rent of the hotel being all she had left to support herself and child) that she was under the necessity of refusing his offer, and obliged to find another tenant. Under these circumstances we came into possession of the Old Bourbon Hotel. Are we, therefore, to be stigmatized and accused of speculating on a name? We took a house that *was to let*, have opened it under our own name, and what is a still greater satisfaction, we have rescued a widow and orphan from the power of a man, who, no doubt, calculated upon benefitting by their forlorn situation. Mr. Rignolle has, however, thought proper to open a house next door to us, and lets slip no opportunity of bribing couriers, servants, and postillions, to injure us, whenever they happen to be base enough to accept it.

Having thus stated our case, for the *truth* of

which every respectable person in Calais can vouch, we doubt not of receiving that support which is sure to follow a course of *honourable* conduct.

Hotel de Rignolle, new house, (French) same street.

D'Hotel Quilliac, (French house) formerly known as the Silver Lion, Rue Neuve. This house is also a most extensive and elegant establishment, and well calculated to maintain the distinction that Calais has always held for its superb hotels.

The Royal Hotel, (neither English or French*) Rue de la Toile, kept by a person of the name of Roberts; a table d'hôte is at this house daily, at five o'clock, price three francs; beds, two francs; breakfast, one franc ten sous.

D'Hotel Meurice's, (French house) Rue de la Prison, in the possession of Madame Meurice, and conducted by her two sons. The mail from Paris runs to this house; a table d'hôte daily, at four o'clock, price three francs; beds, two francs; breakfast, one franc ten sous.

D'Hotel de l'Europe, (French [house]) formerly the White Hart, Rue Royale and Rue de la Prison,

* See the New Monthly Magazine, Jan. 1828.

kept by M. Foubé. A table d'hôte daily at four o'clock, price three francs ; bed, two francs ; breakfast, one franc ten sous.

The Crown Hotel, (English house) Rue de la Mer, in the possession of Mr. Lawson ; the whole of the others are nearly the same.

The Albion, (English) Rue du le Tete d'or.

The Diligence Hotel, (English) Wren, Rue de la Mer.

The Flying Horse, (English) Mrs. Simmons, Rue du le Tete d'or.

The Union, (English) Rue de la Poisonere.

St. Louis, (French) Rue Solile.

The Britannia, (English) Rue du Havre.

D'Hotel de Paris, (French) Rue du Havre.

D'Hotel de Flanders, (French.)

In the selection of either of the above-mentioned houses, the traveller who does not mind paying for elegant apartments and a profusion of attendants, will select either Dessein's, the Bourbon, or Quilliacs ; persons of more moderate wishes, will find themselves perfectly comfortable at *Meurice's*, the *Europe*, the *Royal*, or the *Crown* ; while those of the humbler description of English travellers, will find the *Flying Horse*, or *Britannia* perfectly suited to their views ; in respect to the

others the sooner they shut up the better, as the few passengers they occasionally pick up by fighting for them affords them but little encouragement ; to be sure, they sometimes make the living pay for the dead.*

I cannot close these few remarks without alluding to the ridiculous system practised by the English inn-keepers, in rendering, not only themselves, but everything about their establishment a vile imitation of the French ; I am persuaded that it must injure the interest of those who do so ; let those who profess to keep English Houses, provide English fare for their customers, then, they that prefer it, will resort to them, and not by aiming at that which is out of their power, render their houses neither one thing or the other.

* At the Diligence Hotel, kept by Mr. Wren, the son acts as waiter and porter, the daughter chambermaid, while Wren himself performs the part of commissioner. The following bill was paid by a gentleman at this house, who arrived at six o'clock in the morning from Paris, and left at eight.

	F. S.		F. S.
Breakfast.....	1 10	cost about	0 10
Permit.....	1 5	cost	0 5
Ditto	1 0	ditto	0 5
Porterage	1 0	ditto	0 0
Commissioner	1 0	ditto	0 0
	<hr/>		<hr/>
	5 15		1 0

By this it appears that they had only four francs fifteen sous profit !

There is at Calais, and indeed most places a system of "Touting," which is as disgraceful to the innkeepers who sanction, and even practice it, as it is annoying to the public. As soon as a packet is discovered bearing towards the harbour, down run masters, commissioners, waiters, porters, and touters, and in the scramble for "first places," *i. e.* nearest the packet, many oaths, and sometimes even blows are exchanged: it is through this formidable host ladies and gentlemen are obliged to force their way; and, in many cases, neither threats nor intreaties can save you from being completely hustled by these fellows who shew themselves little better than a pack of bloodhounds; the best plan is, to mention the name of the hotel you are going to, and clear the way with your stick or umbrella. On landing, you are conducted to a small bureau on the quay, where you deliver your passport, and submit to have your person searched (which is executed very strictly); on coming out, half a franc is demanded for the use of the accommodation ladder. Passengers are not allowed to take any parcels or luggage on shore with them; cloaks, great coats, or umbrellas *excepted*. Should you be booked throughout *from London to Paris*, I would recommend the tra-

veller to secure his place previous to going to his hotel, however he may be urged to the contrary by his escort; it may, perhaps, also speed him on his way, if he ascertains whether there are vacant places, before he acknowledges himself booked the whole way.

THE DILIGENCES leave Calais for Paris daily, at nine o'clock in the morning, and half-past five in the evening; they generally contain eight, ten, or twelve passengers inside; on the roof is the cabriolet for two persons and the conductor; the coupe is the front inside, which holds three persons, for a place in which you must pay five francs more than for the other inside places. The *conducteur* is similar to an English guard, with this difference, that in France they make a charge, while in England you pay what you think proper; they take care of the luggage, and collect the passports at those places where they may be required; and as they accompany the diligence the whole of the journey, they expect a gratuity of eight francs, which includes the postillions. Fourteen pounds of luggage is allowed to each passenger, and twenty-one francs per cwt. is charged for the overplus. Travellers will lose nothing by seeing their luggage weighed. The

fare in the coupe, is fifty-three and a half francs; inside, forty-eight and a half; outside, thirty eight; the average length of time on the road, is from thirty to thirty-five hours. The Paris coach offices are in the Rue de la Mer, and Rue Neuve.

The Boulogne English Coach leaves Calais every morning at ten, and afternoon at four o'clock. The fare inside, is six francs; outside, five francs. Coach office in the Grande Place.

The Dunkirk Diligence leaves Calais every forenoon at one o'clock, and ten at night; in consequence of frequent opposition on this road, it is impossible to state any regular fare. The distance is fifteen leagues. Coach office in Rue de la Prison.

The St. Omer Coach leaves Calais daily at ten in the morning; fare, five francs; distance, ten leagues; office in Rue Eustache St. Pierre. By taking a place to Paris yourself, you save two francs, which is given to bringers of passengers, but they make you eventually pay for it.

TRAVELLING POST.

Post horses are generally well supplied at the rate of one franc and a half (for one horse) per

post, (five miles and a half); three francs for two and so on, In no case are postmasters allowed to charge more, except on cross roads, where they are not *obliged* to supply horses; they may, however, do so at an extra rate. The postillions are not allowed to change horses in the middle of a stage, or stop, without the consent of their respective travellers. Two carriages having the same number of horses, are not allowed to pass each other on the road, but must remain in the same order they arrive at or set out from their relays, unless in case of accident. The fee to postillions, as allowed by Government, is fifteen sous each post, but few give them less than thirty; as most of the main roads are paved, liberality will not only procure speed, but may be the means of preventing sudden jerks and other annoyances, which no traveller can prevent; should any cause for complaint arise, the traveller may enter it in a register kept by every postmaster for that purpose, which is inspected, from time to time, by the commissary of the district. Shafts are more generally used than poles, and by their adoption, one third of the expense is saved; for instance, for three persons, instead of having four horses and

two postillions, you have three horses and one postillion, which you cannot have if you retain the pole to your carriage; within a few posts of Paris and other large towns, they are reduced to five miles, instead of five and a half.

POSTING LAWS.

A child of six years old is not considered as a passenger.

Two of less than six years is considered as one.

None but postmasters, commissioned by government, are permitted to furnish post horses.

The postmaster is answerable for any accident which may occur from the carelessness of the driver, or restiveness of the horses.

Travellers must be accommodated in the exact order in which they, or their avant couriers arrive.

No carriage shall be compelled to take more than one hundred and forty pounds of luggage.

Each post shall be run in one hour.

There are two roads from Calais to Paris, one by Beauvais, about 178 miles, the other by Amiens 186 miles.

First Route by Beauvais, 32½ Posts.

<i>From</i>	<i>Posts.</i>	<i>From</i>	<i>Posts</i>
<i>Calais</i> to Haut Buisson	1½	Airaines to Poix	2½
Marquise	1	Granvilliers	1½
<i>Boulogne</i>	1½	Marsille	1½
Samer	2	<i>Beauvais</i>	2½
Cormont	1	Noailles	1½
Montreuil	1½	Puiseux	1½
Bernay	2½	Beaumont	1½
Nouvion	1	Moiselles	1½
<i>Abbeville</i>	1½	<i>St. Dennis</i>	1½
Airaines	2½	PARIS	1

Second Route by Amiens, 34½ Posts.

<i>From</i>	<i>Posts</i>	<i>From</i>	<i>Posts.</i>
<i>Calais</i> to Abbeville ..	13½	Breteuil to Wavignies	1½
Ailly	1½	Saint Just	1½
Flexcour	1½	<i>Clermout</i> ...	2
Pequigny	1	Chantilly	2½
<i>Amiens</i>	1½	Luzarches	1½
Hebecourt	1	Ecouen	1½
Flers	1	<i>St. Dennis</i>	1½
Breteuil	1½	PARIS ..	1

CALAIS.

On your first entering a French town, the absence of footpaths, railings, and areas, give the house the strange appearance of having risen out of the ground, which affords the most striking effect of novelty at the first view. The general strangeness of the effect is completed by the general excellen

of the pavement, as white as marble, and as regular as the brickwork of a house front. The principal object that presents itself, after passing the gates is the Town Hall, a half modern, half antique building, which occupies a third of the South side of the Grande Place, surmounted at one end by a light spiring belfry, containing a most loquacious ring of bells, which takes up a somewhat unreasonable portion of every quarter of an hour, in announcing its arrival; immediately behind rises the lofty tower, which serves as a light-house to the coast and harbour; and which, at night, displays its well known revolving lights. The church, built by the English is well worthy the inspection of the traveller—in it is a grand altar of Italian marble, ornamented with eighteen statues of the same material.

The interior of Calais I need not describe, further than to say, that round three-fourths of it are elevated ramparts, overlooking the surrounding country to a great extent, and in several parts planted with trees.

The Port, which occupies the forth, is small, but in excellent order, and always alive with the steam packets, shipping, &c. and the amusing operations appertaining thereto. The Pier, (on which is a

monument to commemorate the landing of Louis the XVIII.) is a most striking object; especially at high water, when it runs in a straight line for nearly three-quarters of a mile into the open sea. Our English engineers, no doubt, treat this pier with infinite contempt, as a thing that merely answers all the puposes for which it was erected! and yet, it is nothing more than a serviceable piece of carpentry. At the opposite side of the Port, are the gates leading to the suburbs and open country, over three separate lines of fortification. Passing through their three solid gates, and over the draw-bridges that adjoin them, you immediately reach a long wide street, called the Basse Ville, the houses of which are occupied by the lowest classes. I will conclude this brief description of the town, by adding (for those who may be inclined to make a stay in Calais) a list of the average prices of a few common necessities. In the first place then, we will suppose a lodging necessary, for few I believe would subject themselves to the bustle of an hotel in Calais, while they may procure comfortable apartments, at one of the most respectable private houses, from twenty to forty or fifty francs per month. For one hundred francs you may get a

most elegant suite of apartments ; consisting of sitting rooms, three or four bed rooms, servant's room, and kitchen ; whilst in Dover you could not obtain the same accommodation for less than three guineas per week ! Provisions are also considerably cheaper ; you may purchase the best joints at sixpence per pound ; poultry at half the price you can purchase them in England ; the best fresh butter from ten to eleven pence per pound, of eighteen ounces ; fine fresh eggs ten pence the quarter of a hundred ; bread, first quality, about one third cheaper ; new milk at two-pence per quart ; good green or black tea at four shillings per pound ; the finest gunpowder at seven shillings ; vegetables and fruit, which are all of the finest quality, and fresh from the gardens of the adjacent villages, are as follows :—asparagus, eight-pence per hundred ; peas, three-pence per quart ; new potatoes, three pounds for a penny ; cherries and currants, picked for table, two-pence per pound ; fine strawberries, four-pence per quart. Saturday is the market day, when there is always a plentiful supply. Brandy, from one shilling to three and *six-pence the quart* ; sugar is dear — the lowest *price for moist is eight-pence the pound* ; loaf sugar,

none under one shilling and three-pence ; which, with the exception of fuel, are the only articles that I know of, to counterbalance those I have mentioned.—Fairs, 7th Janury, 15th May, and 9th October.

The traveller having secured his place, it will be necessary to attend at the Custom-house for the purpose of pointing out to the Commissioner of your hotel, whatever luggage you may have ; it is *not* however absolutely necessary that you should do so, but it will facilitate the clearing by so doing ; after it is examined, it is taken to your hotel by the same porters who conveyed it from the vessel, for which they are allowed to charge one franc each parcel. On application at the Town Hall, (right hand side) you will be furnished with a *Passport de Interieur*, (the original one being forwarded to Paris) for which you pay two francs ; should the commissioner get it for you they will charge you three ; some persons would not mind the extra franc, if it relieved them from the necessity of personal attendance, but it is not so, it must be signed by the bearer in the presence of the Commissary of Marine, the same as in London, you may, therefore, as well wait a few minutes in the office, as wait for it until the Com-

missioner chooses to bring it to you, which they seldom do before starting; this is a trick they are very subject to, and I cannot comprehend any service it is to them, unless they perhaps, are bad accountants, and are subject to make mistakes *on the wrong side*, therefore always keep a memorandum of the number of your trunks or parcels, to refer to on your arrival or departure from an hotel.

Expense from Calais to Paris.

	£.	s.	d.
Passport, 2 francs - - - - -	0	1	8
Porterage of Luggage to Hotel, 1 franc - - - - -	0	0	10
Commissioner for passing ditto at Custom House, half franc - - - - -	0	0	5
Dinner, 3 francs, half a bottle of wine, 1 franc - - - - -	0	3	4
Waiter, $\frac{1}{2}$ franc, Porterage to Coach Office half a franc - - - - -	0	0	10
To Paris, Night Coach, outside, 38 francs - - - - -	1	10	0
Conducteur, 8 francs - - - - -	0	6	8
Luggage (say) - - - - -	0	4	2
Being two Nights and one day on the road, your expences cannot be less than 10 francs - - - - -	0	8	4
	<hr/>		
	£2	16	3
	<hr/>		

Within three days after your arrival in Paris, it is necessary that you should present your local passport at the Prefecture of Police, Quai des orfèvres when the original one will be returned. Previous to leaving Paris on your return to England, it is

be signed by the British Ambassador, No. 39, Rue de Faubourg, St. Honore, between 11 and 1 ; then by the Prefecture of the Police ; and lastly, by the Minister of Foreign Affairs, No. 72, Rue du Bac, from 10 till 5 ; at this office a fee of ten francs is exacted.* Strangers should invariably carry their passport about their person, as it will not only procure them occasional privileges, but necessary to produce in any emergency. Having drawn the attention of the traveller once more to his luggage, I will proceed to state how he is liable to imposition when he arrives at Calais, for the purpose of returning to England. In a former page I have given a copy of a bill† paid by a gentleman, by which it appears, that to embark himself and one portmanteau, it cost him four francs and five sous, at a house where the proprietor acts as commissioner. Can it be wondered at, that servants will impose, when (respectable, I was going to say) inkeepers will descend to such practices, making the government the cloak of their impositions ? It is true, that permits are re-

* This fee may be saved, by stating at the British Ambassadors that you are going *direct to England*, which will render a visit to the Foreign Minister unnecessary. Persons intending to travel otherways cannot avoid paying it.

† I have the original in my possession.

quisite both for your person and luggage ; in the former case they are given *gratis*, and nine times out of ten the latter is not required. To enable the traveller to comprehend the nature of these permits, it may be necessary to state, that in France, all luggage is obliged to be taken to the Custom-house previous to its being put on board, when there, some parts of it are examined, and some not, according as it may happen ; now, as the inspecting officer does not accompany the said luggage to the vessel, it is necessary that he should send some token to the officers on duty on the quay, that such and such luggage has passed : it is for this purpose permits are used, *one only being necessary for each load* ; thus, a wheelbarrow containing ten packages, has inserted in the permit, let pass so many, (stating the number of parcels,) for the signing of which the commissioner pays only 11 sous ;* should the ten packages belong to one individual, he charges twenty-five sous for the said permit ; but if they belong to ten different person, then he charges the moderate sum of twenty-five sous to each passenger, thereby getting ten shillings for what cost him 5½*d.* ;

* A permit to embark luggage on board an English packet, costs eleven sous more than on board a French packet.

but with even this they are not satisfied, but also demand a commission for their trouble : when it happens there is but one or two packages, they are put on a barrow belonging to another hotel to avoid the necessity of a permit, which was done in the case alluded to, for

One good turn deserves another,
You'r a rogue and I'm your brother.

in addition to this, they charge one franc five sous for each one's personal permit, which is obtained at the Commissary of Marine's office, Town Hall, at the time your passport is countersigned ; the permit must be signed at a small bureau, close to the gate, at the right hand bottom of Rue du Havre, for which five sous only is charged. This permit, with your passport, is demanded and examined at the side of the vessel, by the Town Sergeant, before you are allowed to embark, if they have gone through the regular forms, the passport only is returned, when you are at liberty to proceed on board. To a person who may have more money than he knows what to do with, the saving of a few francs may make but little difference ; but to those who travel on business, *or are compelled to go the " nearest way to work,"*

a few francs is as well saved as bestowed upon those who will scarcely thank you for it ; but the mischief has been, strangers knew not what to do in a strange country, not knowing, perhaps, a word of the language—all you were allowed to know was, “ I am the commissioner—I’ll get your passport—I’ll take your place ;” and he does take them, and make you pay for them too, with a vengeance ; ask where is such a place, their answer is, “ Oh ! I’ll show you,” in short, they would make you believe that you cannot exist without the commissioner. With this little book in your possession, you can take your own place in the Diligence, obtain your own passport and permits, save your time, and save your money, and the only use you will have for *Monsieur de Commissionnaire*, will be, to unstrap and strap your trunks and portmanteaus at the Custom-house, travellers themselves not being allowed to go behind the barrier ; by a reference to the plan, you will easily find the situations of those places you will have to attend.

ROUTE BY BRIGHTON AND DIEPPE.

This route is, according to all accounts, the shortest ; but whether it is either the cheapest or the

best, must remain with travellers themselves to decide. Between the two routes, namely—Dover and Calais, and Brighton and Dieppe, the former is about 35 miles farther than the latter, but in bad weather travellers are obliged to go to Newhaven, a distance of eight miles to embark. These occurrences which it is impossible to avoid, must necessarily increase the expense, as well as cause considerable delay ; consequently the former must have the decided advantage, by being, if not the nearest, at least the most *certain*.

The shortest time you can be on the road, from London to Paris, *via* Dieppe, by the regular conveyances, is 54 hours, and from London to Paris, *via* Calais, you may reach it in 58 hours.

Expense from London to Paris, by Brighton and Dieppe.

	£.	s.	d.
Coach fare to Brighton (outside)	0	12	0
Coachman	0	1	0
Steam Packet to Dieppe (fore cabin)	1	10	0
For embarking at Chain Pier	0	0	2
For use of Ladder at Dieppe	0	0	5
Coach fare to Paris (outside)	0	15	0
Conductor	0	4	0
Passport	0	1	8
Porterage.....	0	1	3
Luggage	0	4	0
Commissioner	0	0	5
Expenses on the Road	0	16	9
	<hr/>		
	£	4	6
	<hr/>		
		8	

To reach Paris for the above sum, the traveller must leave London by the mail, take the packet in the morning, sleep at Dieppe that night, and resume his journey the following day. Should he require a bed at Brighton, as the mail gets in about 4 o'clock in the morning, it will increase the expense beyond the other route nearly 7*s*.

Route from London to Brighton.

<i>From</i>	<i>Miles.</i>
Westminster Bridge to Sutton*.....	11½
Reigate †.....	9½
Crawley ‡.....	9½
Cuckfield §.....	9
Brighton 	12½
	<hr/> 52 <hr/>

There is also another road through Hickstead, which turns off about six miles beyond Crawley.

DIEPPE

Is a large and ancient town, at the mouth of the river Arques ; the entrance into the harbour is

* Greyhound Inn.

† White Hart and Swan.

‡ George Inn.

§ King's Head.

|| The York, New Steyne, Old Ship, New Ship, Castle, &c.

Families and Gentlemen on their way to or from the Continent, will find the *Sea House*, corner of Middle Street, King's Road, a most desirable Hotel during their stay in Brighton ; it commands a most extensive sea view, and is within a few doors of the Custom-house. The prices are also extremely moderate.

formed by rocks on one side, and the pier on the other ; the streets are straight, and the houses, many of which are supported on arcades, are symmetrical. The church is of great antiquity, and, like most churches in France, deserving a visit. The castle commands a most extensive prospect.

In summer, this place is much frequented for the purpose of sea-bathing, being the nearest sea-port to Paris. Ladies undress in a small tent on the beach, and when arrayed in their bathing dresses, are carried and dipped in the sea by men ! Fish is generally very plentiful and cheap ; a fine turbot, which some of our West End fishmongers would charge a guinea for, may be purchased for half-a-crown. Lodgings are rather dearer here than at Calais, particularly during the bathing season. The price of provisions are nearly the same ; as also the charges at the hotels, namely—Breakfast, 1 franc 10 sous ; dinner at table d'hôte, 3 francs ; beds, 2 francs.

The principal hotels are, The Royale, Taylor's on the quay ; Petit's, Hotel de Londres, and Delarues ; and for comforts and moderate charges, none are better than Durand's, French house, opposite the market-place.

The coaches leave Dieppe for Paris every morn

ing, at 5, 6, and 7 o'clock ; and evening, at 6 and 7 ; inside, 23 francs ; rotonde, 18 francs ; outside, 16 francs ; they are generally from 16 to 20 hours on the road. Coach offices are at Petit's Hotel, and Delarue's, both on the quay, facing the steam-packets.

The Custom-house being near the landing place, passengers are at once conducted there to be examined.

The passports are obtained at a small bureau, about three parts of the way up the *Grande Rue*. An Englishman of the name of Chapman superintends the clearing of the luggage, for which he expects a trifling gratuity. Those gentry yelp'd, "touters," are quite as troublesome as they are at Calais, but owing to their being fewer hotels, you are liable to be assailed by only *fifty* at a time, instead of a *hundred*.

Route from Dieppe to Paris 22½

<i>From</i>	<i>Posts</i>	<i>From</i>	<i>Posts.</i>
Dieppe to Osmonville	2	Ecouis to Thilliers...	2
Totes.....	1½	Magny.....	2
Cambres.....	1½	Bordeau de Vigny...	1½
Rouen	2	Pontoise.....	2
Forge Feret.....	1½	Franconville	1½
Bourg-Baudouin	1	Saint Dennis.....	1½
Ecouis.....	1½	PARIS.....	1

ROUTE BY SOUTHAMPTON AND HAVRE.

This route is not so much frequented as the others, the distance by sea being thirty-six miles further than by Brighton and Dieppe; steam packets from Southampton call at Portsmouth on their way to Havre. The fare for ladies and gentlemen is, 2*l.* 2*s.* each; children and servants, 1*l.* 1*s.*; carriages, 4*l.* 4*s.*; horses, 4*l.* 4*s.* each; dogs, 5*s.* each. Passengers are embarked and disembarked free of expense. Coaches leave London for Southampton and Portsmouth every morning and evening, from Picadilly, Charing Cross, and the city; fares, inside, 1*l.*; outside, 10*s.*

Route to Southampton from London.

<i>From</i>	<i>Miles.</i>
London to Staines* - - - - -	16½
Bagshot† - - - - -	9½
Farnham‡ - - - - -	12
Alresford§ - - - - -	19½
Winchester - - - - -	8
Southampton¶ - - - - -	11½
	<hr/>
	77

HAVRE.

The town of Havre is at the mouth of the Seine, and possesses a good harbour, with a basin capable

* Bull Inn. † King's Head Inn. ‡ Bush Inn.
 Swan. || Fleur de lis, George. ¶ Dolphin, George, &c.

of containing upwards of thirty sail of the line. The quays, piers, docks, and arsenal, are very fine, and are defended by a strong citadel. About two miles from the town on an elevated point of land, are two beautiful lighthouses; there is an English Protestant chapel, (service every Sunday); also a public library; a museum of natural history; a large and elegant theatre, two public baths, with good sea bathing; a spacious market, and many improvements which were added by Bonaparte: population, about 20,000.

There are three coaches from Havre to Paris daily, from d'Hotel Bien Venu every morning at five o'clock; from de Grande Bureau Rue de Paris every morning at five o'clock; and from d'Hotel de l'Aigle d'or every evening at six o'clock: fares, inside, 27 francs, gallery 22 francs, outside 18 francs, conducteur 5 francs, time on the road from twenty to twenty-four hours. There is also steam packets to Rouen four times a week up the river Seine in nine hours, best cabin 13 francs, fore cabin 8 francs. A steam packet to and from Honfleur daily, communicating with diligences from thence to Caen, and through lower Normandy: fares, best cabin, 2 francs, fore cabin, 1 franc.

The best hotel in Havre is the London, kept by Mrs. Strong, facing the custom house and place of disembarkation, besides the following, hotel Bien Venu, Rue de Paris ; hotel de Brazil, on the Basins ; hotel de l'Europe, Rue de Paris ; hotel de New York, Grande Quay ; hotel de Holland, Rue St. Julien, &c. &c.

The prices at all the houses are nearly the same, namely, breakfast 1 franc and a-half, dinner at table d'hôte, 3 francs, bed-room, 2 francs.

The George the Fourth, steam packet, commanded by captain Weeks, is the largest vessel from England to France, performing the voyage generally in from 12 to 14 hours. Her accommodations are of a superior description, and makes up upwards of 60 beds.

Prices of Refreshment on Board.

	s.	d.
Breakfast, Tea and Coffee, with Eggs and Meat.....	2	0
Dinner, Plain, Roast and Boiled with Vegetables....	2	6
Tea.....	1	3
Supper.....	1	6
Steward.....	2	0

Wines, Spirits, Bottled Porter, &c. at moderate Prices.

Travellers desirous of obtaining information, or Exchanging money, are referred to Mr. Gil

steam packet agent, Havre, from whom strangers may depend upon receiving the utmost attention and civility. The hints respecting, passports, permits, luggage, &c., given in a former page, are alike applicable to this place as well as Dieppe.

Route from Havre to Rouen.

<i>From</i>	<i>Posts.</i>
Havre to la Botte.....	2
Bolbec.....	1½
Aliquerville.....	1½
Yvetot.....	1½
Barentin.....	2½
Rouen.....	2
	<hr/>
	10½

Expenses from London to Paris, via Southampton and Havre.

	£.	s.	d.
Coachfare to Southampton, (outside).....	0	10	0
Coachman.....	0	1	0
Passage to Havre.....	2	2	0
Coachfare to Paris.....	0	18	0
Conductor five francs.....	0	4	2
Luggage.....	0	4	2
Passport.....	0	1	8
Being at least 3 days and 2 nights on the Road, your expenses cannot be less than	1	10	0
	<hr/>		
	£5	11	8

ROUTE BY MARGATE AND OSTEND.

The company's steam packets leave London (and call off Margate) for Ostend every Tuesday and

• Saturday : chief cabin, 2*l.* ; fore cabin 1*l.* 10*s.* ; carriages 1*l.* 1*s.* each wheel ; and mail packets from Margate every Wednesday and Saturday at nine in the morning : chief cabin, 1*l.* 1*s.* ; children and servants 10*s.* 6*d.* ; carriages, 3*l.* 3*s.* ; horses 2*l.* 2*s.* ; the distance from the latter place to Ostend is seventy-two miles, and from thence to Paris, thirty-six and a-half posts, or near two hundred English miles, through *Lille, Arras, Fouches, Gournay, and Senlis.*

The expense of posting from London to Paris, *via* Calais, for a pair of horses, is about 14*l.*

TABLE D'HOTE

Presents to a stranger a novel and interesting scene ; novel, because the order of things seems completely reversed, and interesting, because any thing in the eating or drinking way must prove so to a hungry man. The master and mistress takes the two opposite sides of the table, instead of the top and bottom ; this plan affords a facility of communication, which would be impossible from the extreme ends of a long table. The company, generally consisting of all nations, range themselves promiscuously on either side ; although it is considered the privilege of

lady who has made the longest stay in the house to take the top. Amongst Parisians who resort to the watering places in France, during the summer, many take up their residence at the hotels at so much per diem. They generally retain the same places at the table d'hôte during their stay. This will explain to strangers, the cause of so many long neck bottles ranged along the table to each of which is affixed a napkin, tied with a peculiar knot; some containing the remains of half-a-pint of *de vin Ordinaire*; others the remains of a bottle of small beer—the stranger must by no means place himself before any of these luxuries. The appearance of the guests are also deserving notice. Some are dressed in the most elegant dinner style, others with large bonnets and shawls; while some, from the recent effects of sea sickness, look more dead than alive; gentlemen in black silk stockings and shoes, some in gaiters and others in boots, covered with mud or dust; and to finish the picture, in come one or two officers of the garrison, which a sudden shower has not only well drenched, but delayed till dinner is nearly over, which prevents the possibility of their *shifting*, should they be in possession of a second wardrobe.

The dinner is generally protracted to an unusual length, in consequence of the host carving and helping every thing himself. . . . He begins with soup, then bouilli, (meat from which the soup is made) then is divided in small portions, and handed round, larded veal, or some other made dish ; fish follows, then poultry ; after which, mutton cutlets, French beans, broccoli or other vegetables is then served separately, pastry follows. The table is then cleared, with the exception of the cloth, for the dessert, which generally consists of apples, pears, biscuits, &c. with *butter and cheese*. After which coffee and liqueur is introduced---but be it understood, this last is an *extra* charge. It is not the custom among the French, to have their knife and fork changed with thier plate.

WINES.

The common or ordinary wine, is usually drank at dinner ; the price at hotels is generally two francs per bottle ; but if you prefer any of the more expensive, you may have the choice of twenty or thirty different sorts, at least the names ; should you unluckily select any which is not in the house, you are politely told, that “ it is not so good as it should be ; ” but so and so, or so and so, is excellent. The prices vary from two francs to seven, which is generally the price of champagne ; you may, however, get it in pint bottles, but it is not considered so good as when in quarts.

Those who go to France for the purpose of seeing every thing strange, should invariably take up their abode at a French hotel.

In rewarding servants, at hotels in France, the best plan when paying your bill, is to add at the bottom, with your pencil, ---servants so much, which is to include them all. Giving yourself the trouble to pay them separately is quite unnecessary, as it is the custom in the hotels, both English and French, to have a box, in which is deposited whatever is *given to the servants*, which is divided monthly ; not *by the three individuals* who collect it, but into *six or seven parts*. I mention this, to show, that ex

treme liberality to any particular servant, cannot benefit that individual so much as you expect it will; ---for instance, should you, on paying your bill, intend to give the waiter a franc more than either the chambermaid or boots (perhaps for being uncommonly attentive, or the like) you give him two francs, giving the others but one each; instead, however, of his reaping the benefit of the whole sum, as the reward for his civility, it is divided into six parts; consequently, your liberality amounts to three-half-pence---the master himself, in some instances, taking one share! One franc and a half, or two francs from travellers who sleep at the house, is as much as is expected for the waiter, chambermaid, and boots. If you are staying any length of time at an hotel, one franc per diem is always expected. In making these few remarks, far be it from me to set bounds to the traveller's generosity; but as many strangers in France are sometimes at loss on this subject, I mention it for their information; with this hint, that Frenchmen do not give above half the sum here mentioned.

In most hotels the porter should be paid separately; for each piece of luggage he takes to the coaches or packet, he is allowed to charge six sous but few give less than ten.

ADVERTISEMENT.

HOTEL DE LILLE ET D'ALBION, RUE ST. THOMAS
DU LOUVRE.

No. 40, P A R I S,

Corresponding with the Hotel Bourbon, at Calais.

P. DEHORTER begs leave most respectfully to inform the Nobility, Gentry, and Travellers in general, that the above Hotel (situated within a few minutes walk of the principle Theatres, and places of public resort) has been recently fitted up in a very superior style, with a most elegant and commodious Coffee-room, and (what is seldom found in Paris) the floors are all boarded; in short, every attention has been paid to the comfort and convenience of those who may honour the establishment with their patronage and support.

The Proprietor also avails himself of the present opportunity to return his grateful acknowledgements to those friends who have favored him with their support during the last six years; and begs to assure them, that no exertion shall be wanting to merit a continuance of the same.

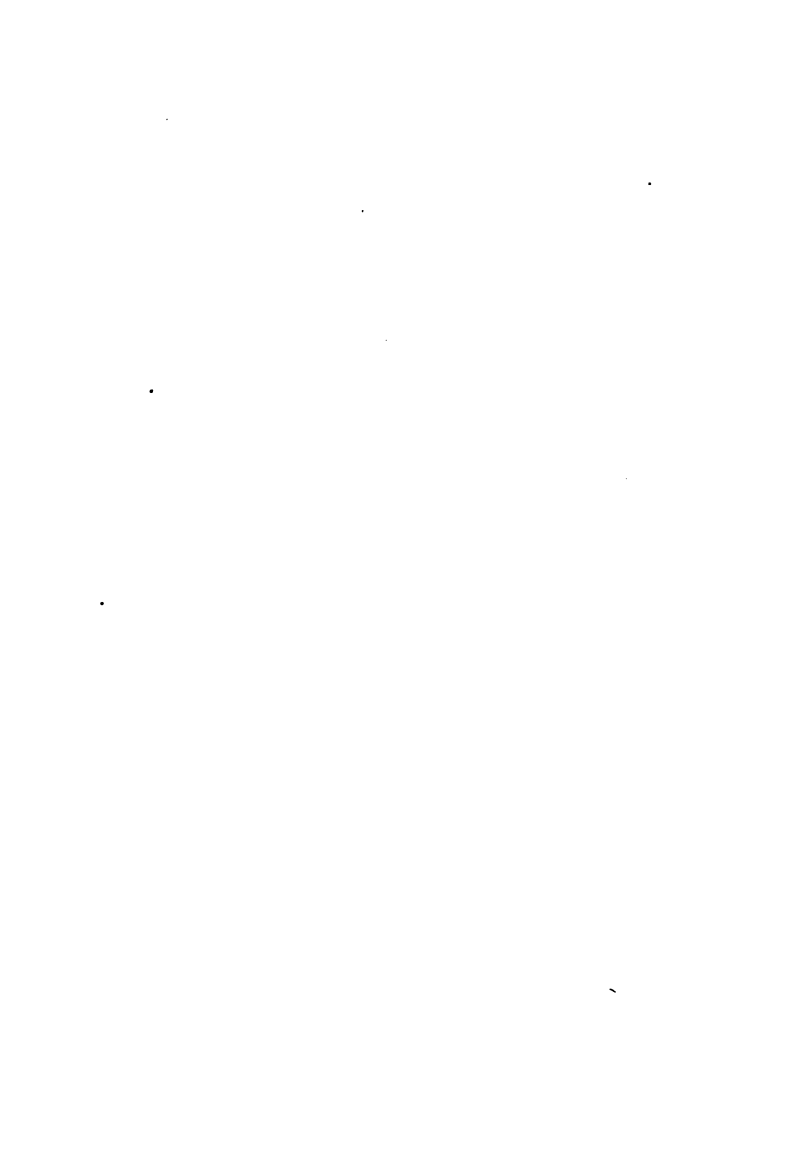
An excellent Table d'Hote daily at 5 o'clock.

Hot and Cold Baths on the shortest Notice.

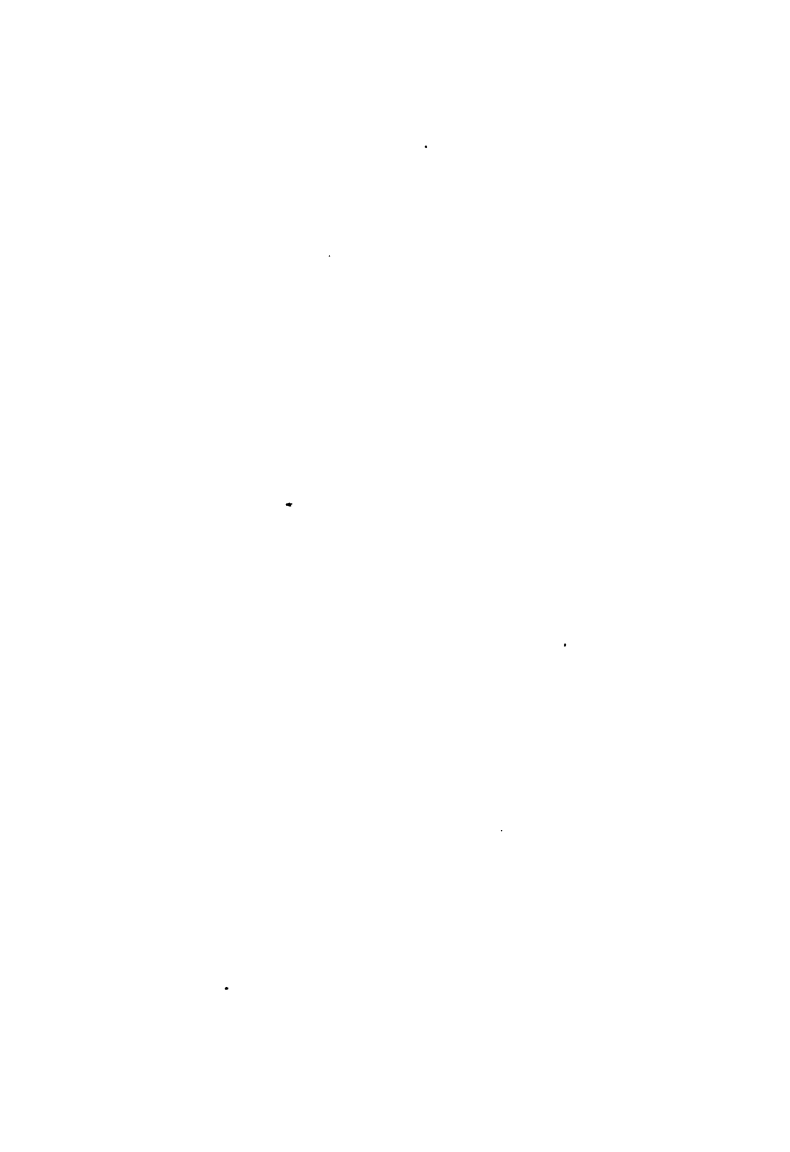
Extensive Coach Houses and Stabling.



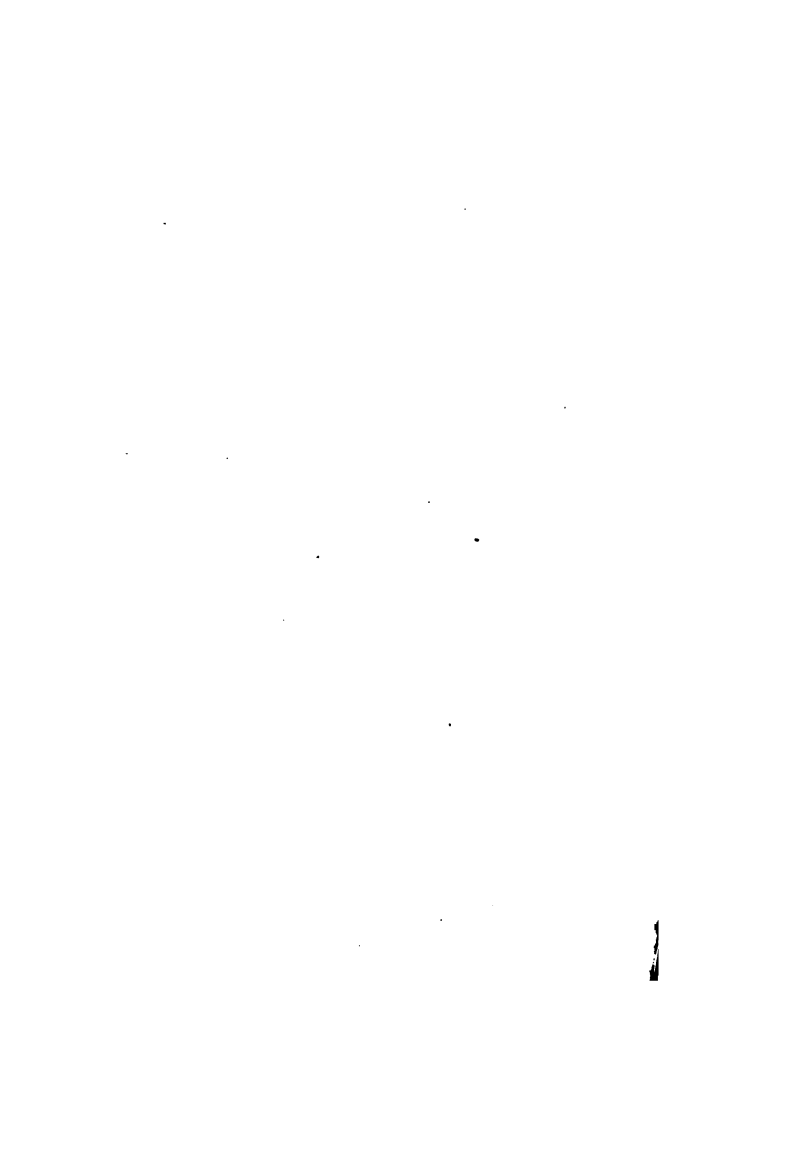








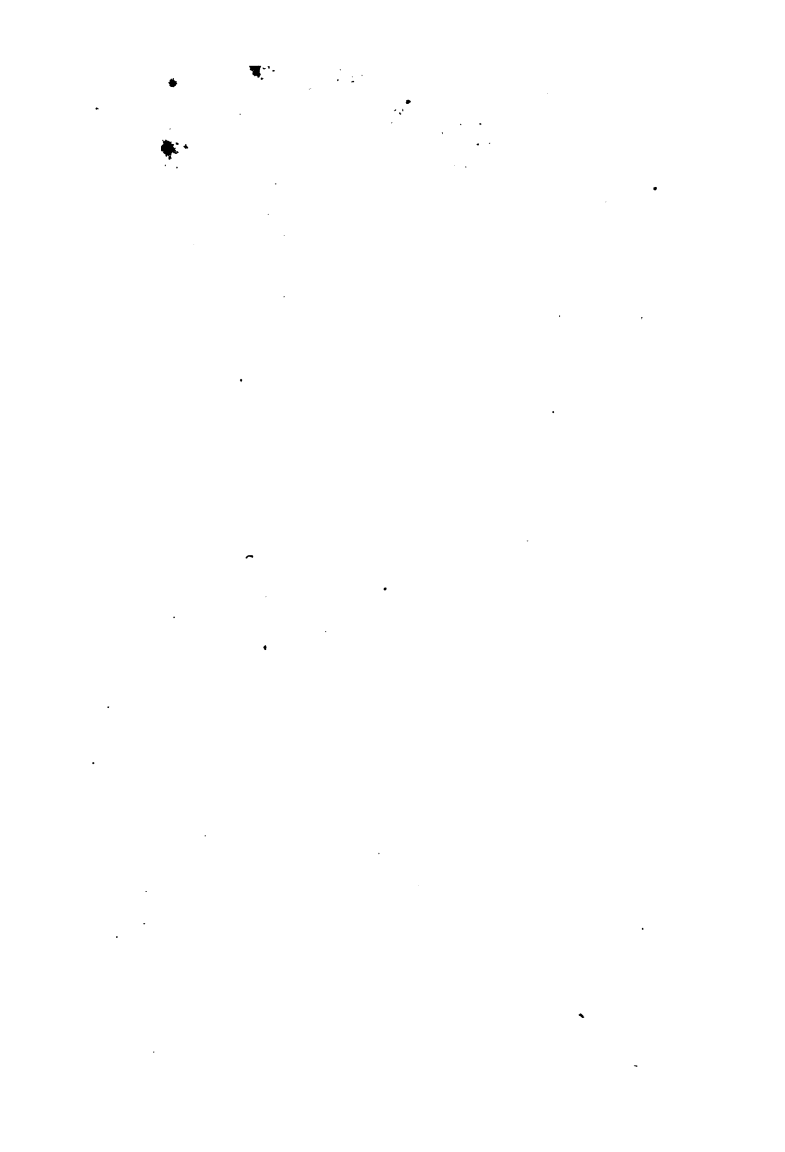


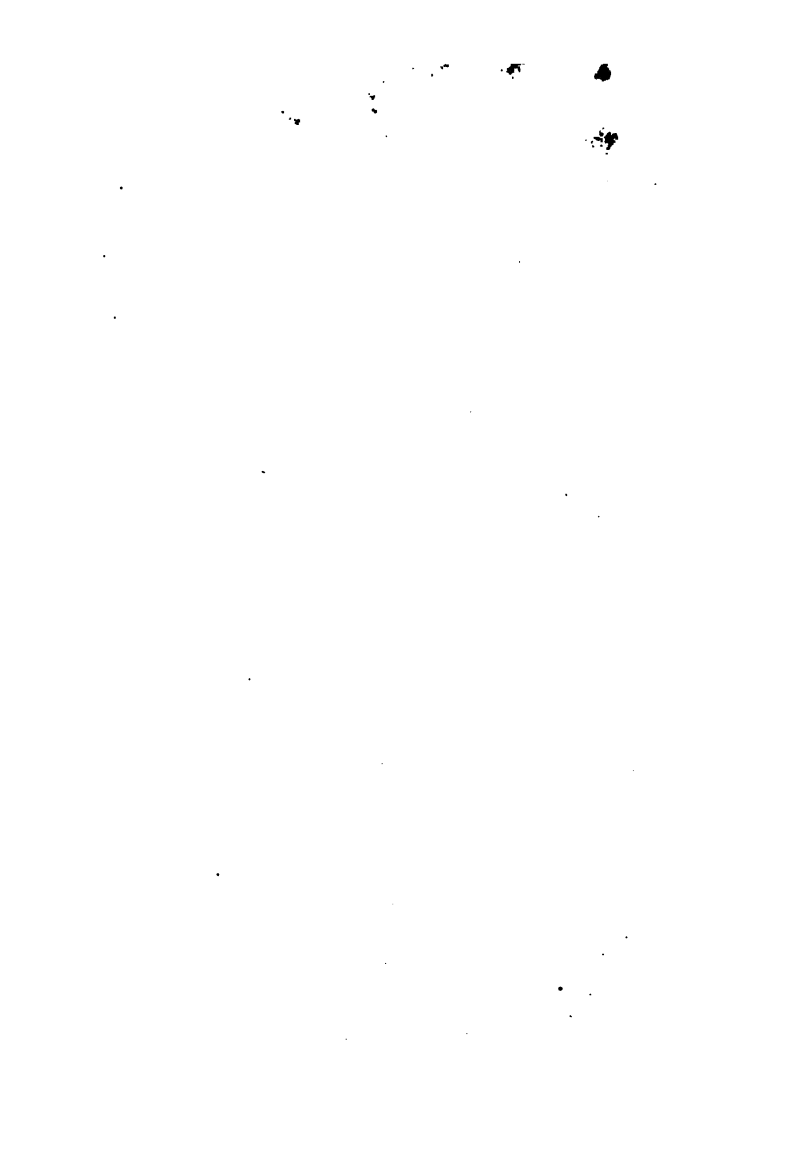












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